

## REMARKS/ARGUMENT

Applicant responds to the Office Action dated November 12, 2002.

Claims 1-6 and 8 stand rejected on grounds of obviousness over Stout (4,822,157) in view of Falge (1,768,354). Claim 7 stands rejected on grounds of obviousness over the aforementioned documents, "with or without Malifaud" (3,199,114). Reconsideration is requested in view of the amendments to claim 1 herein and the following remarks.

The rejection of all of the claims hinges on the Examiner's citation of the disclosure in Falge. The present invention, as expressed in claim 1 and therefore, necessarily in all of the dependent claims thereof, is directed to a mirror assembly which provides a single, integrated wide angle field of view of a scene viewed by a driver. Since only a portion of the scene presents the problem of glare, the invention teaches that only a portion of that surface is treated to reduce glare. Therefore, when a driver views the scene, the driver is able to view a first part of the scene through the treated surface, and a second part of the scene at the non-treated surface.

Moreover, according to claim 1, it is the outer surface of the mirror element which receives the antiglare treatment.

As expressed above, the present invention distinguishes over the prior art in two important respects. The mirror of Falge is actually two mirrors. The mirror of Falge is mounted on a pivoting mechanism which allows a driver to tilt the mirror to one position, where the entire scene can be viewed through the untreated portion, as is desirable during daylight hours.

Alternatively, the mirror element of this reference can be tilted to provide an image of the same entire scene during the nighttime viewable through the mirror portion which has been treated.

Therefore, effectively, there are two mirrors here, rather than one mirror that provides a single scene, as in the present invention.

Independently, and as noted above, in the claimed invention, the anti-glare treatment is applied to the outer reflective surface, not to the rear surface thereof, as in the reference. The applicant has found that to be advantageous.

Since the applicant has responded to the new grounds of rejection and has amended the claims and pointed out at least two features/elements by which the present invention differs from

the prior art, it is respectfully submitted that all of the claims in the application merit to be formally allowed.

Accordingly, the Examiner is respectfully requested to reconsider the application, allow the claims as amended and pass this case to issue.

I hereby certify that this correspondence is being deposited with the United States Postal Service with sufficient postage as First Class Mail in an envelope addressed to: Assistant Commissioner for Patents, Washington, D.C. 20231, on January 2, 2003

Max Moskowitz

Name of applicant, assignee or  
Registered Representative

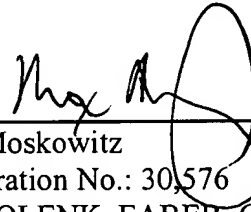
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January 2, 2003

Date of Signature

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Respectfully submitted,



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**APPENDIX A**  
**"CLEAN" VERSION OF EACH PARAGRAPH/SECTION/CLAIM**  
**37 C.F.R. § 1.121(b)(ii) AND (c)(i)**

**CLAIMS (with indication of amended or new):**

1. (AMENDED) A mirror assembly providing a single, integrated wide angle field of view of a scene, both in a horizontal and a vertical direction along the front and at least one side of a bus type vehicle, the assembly comprising:

a mirror element;  
a mirror pole;  
the mirror element having an outer surface facing a driver being affixed to the mirror pole;  
a mirror mount for connecting the mirror pole to a front fender of the bus type vehicle;  
and

the outer surface of the mirror element being a convex, generally dome shaped and contiguous mirror surface surrounded by a peripheral edge, the outer mirror surface proceeding in said vertical direction from an uppermost position to a lowermost vertical position along a convex periphery which faces toward the vehicle on which the mirror is mounted, a portion of the outer surface which comprises no more than one-half of the surface taken in the vertical direction, beginning from the uppermost position on the mirror surface, being treated to reduce glare without rendering the treated surface opaque as to be non-reflective, providing a mirror surface that enables the driver to simultaneously observe a first part of the scene at the treated surface and a second part of the scene at the non-treated surface.

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**APPENDIX B**  
**VERSION WITH MARKINGS TO SHOW CHANGES MADE**  
**37 C.F.R. § 1.121(b)(iii) AND (c)(ii)**

**CLAIMS:**

1. (AMENDED) A mirror assembly providing a single, integrated wide angle field of view of a scene, both in a horizontal and a vertical direction along the front and at least one side of a bus type vehicle, the assembly comprising:

a mirror element;

a mirror pole;

the mirror element having an outer surface facing a driver being affixed to the mirror pole;

a mirror mount for connecting the mirror pole to a front fender of the bus type vehicle;

and

the outer surface of the mirror element [having] being a convex, generally dome shaped and contiguous mirror surface surrounded by a peripheral edge, the outer mirror surface proceeding in said vertical direction from an uppermost position to a lowermost vertical position along a convex periphery which faces toward the vehicle on which the mirror is mounted, a portion of the outer surface which comprises no more than one-half of the surface taken in the vertical direction, beginning from the uppermost position on the mirror surface, being treated to reduce glare without rendering the treated surface opaque as to be non-reflective, providing a mirror surface that enables the driver to simultaneously observe a first part of the scene at the treated surface and a second part of the scene at the non-treated surface.